



**OHMVR COMMISSION MEETING
Folsom, CA 95630**

September 9, 2016

STAFF REPORT: 2016 Prairie City SVRA General Plan

STAFF: Michael Fehling, Twin Cities District Superintendent
Jeanne Sisson, Prairie City SVRA Sector Superintendent
Dan Canfield, OHMVR Division Planning Manager

SUBJECT: 2016 Prairie City SVRA General Plan and Environmental Impact Report

Summary

California State Parks, Off-Highway Motor Vehicle Recreation (OHMVR) Division has developed an updated General Plan and Environmental Impact Report (EIR) for Prairie City State Vehicular Recreation Area (SVRA).

The 2016 Prairie City SVRA General Plan is a broad-based policy document that establishes a long-range vision for the SVRA and provides goals and guidelines to direct future improvements, services, and programs. By providing a clear purpose, a vision, and goals and guidelines, the General Plan defines the broadest possible management framework for program development, ongoing management, and public use of Prairie City SVRA.

The 2016 Prairie City SVRA General Plan is a balanced plan that protects sensitive resources while providing off-highway vehicle recreational opportunities and associated recreational opportunities. The General Plan and associated Final EIR have been prepared for consideration of approval by the OHMVR Commission. An OHMVR Commission resolution has been prepared (see Attachment 1) to assist the Commission in consideration of certifying the EIR and approving the General Plan.

Discussion

Prairie City SVRA is located in Sacramento County approximately 20 miles east of the City of Sacramento off Highway 50. Prairie City SVRA became a unit of the State Park System in July 1990 when the property was transferred from Sacramento County, which had operated an OHV park on the site since 1975.

The first General Plan for Prairie City SVRA was approved in 1991. At that time, Prairie City SVRA was 836 acres. In 2004, the 211-acre Yost property was acquired and added to Prairie City SVRA, and then in 2014, 68 acres of the neighboring Barton Ranch were acquired to accommodate expanded storm water management in the eastern portion of Prairie City SVRA (see Attachment 2).

Public Involvement

The General Plan development included substantial public/stakeholder input through public meetings, online exercises, visitor surveys, and on-site workshops.



California State Parks staff presents to meeting attendees at the first public workshop – June 2013



General Plan booth at Visitor Appreciation Day – October 2014

The project website (www.PrairieCityGeneralPlan.com) was developed to allow the public and project stakeholders to stay engaged with the planning process and receive periodic project updates. Information and findings from the General Plan/EIR public involvement efforts are available for review on the project website: www.PrairieCityGeneralPlan.com/meetings

Native American Consultation

Departmental Notice No. 2007-05 sets forth State Parks' policy for consultation with Native California Indians about activities affecting matters related to their heritage, sacred sites, and cultural traditions. General plans are included in the list of potential activities. In September 2011, Governor Edmund G. Brown Jr. ordered state agencies (including State Parks) to "encourage communication and consultation with California Indian Tribes ... and permit elected officials and other representatives of tribal governments to provide meaningful input." (Governor's Executive Order B-10-11) State Parks conducts Native American consultation in accordance with Departmental Notice 2007-05 and Governor's EO B-10-11.

As part of the Native American consultation, OHMVR Division archaeologists contacted the Native American Heritage Commission (NAHC) to request a record search of the sacred lands files and a Native American contact list for the planning area. The NAHC's review of the sacred lands files failed to identify sacred sites within Prairie City SVRA. A Native American consultation meeting occurred on July 30, 2013, and included a site visit with three Native American groups. During the meeting, the Native American representatives expressed the desire for access to the SVRA to gather plant resources and for incorporating native plants of value to the Native American community into SVRA restoration efforts. Several of the Draft General Plan Cultural Resource guidelines (Draft General Plan, page 4-20 – 4-21) were revised through this consultation process.

Native American Consultation will be ongoing for future projects and planning efforts.

Preliminary General Plan and Draft EIR

A Preliminary Prairie City SVRA General Plan and Draft EIR were published for public review October – December 2015. These documents are available for review on the project website document library: www.PrairieCityGeneralPlan.com/document-library

On October 28-29, 2015, the OHMVR Commission conducted a public meeting that included a tour of Prairie City SVRA and a presentation on the Prairie City Preliminary General Plan – Draft EIR.

The Draft EIR that accompanied the Preliminary General Plan contains an environmental analysis of potentially significant effects of implementing the General Plan. The Draft EIR identified no significant environmental impacts arising from implementation of the General Plan.

During the public review period, agencies, organizations, and individuals submitted comments. The comments received on the Draft EIR did not result in the discussion of

any new impact; result in a change in the significance level of an impact disclosed in the Draft EIR; or require new mitigation, consideration of new alternatives, or any other substantial changes to the Draft EIR.

Purpose and Vision

The 2016 Prairie City SVRA General Plan establishes the long-range purpose and vision for Prairie City SVRA, which is to provide high-quality OHV recreation and other recreational opportunities, while protecting natural and cultural resources. Prairie City SVRA will develop and maintain a family-oriented model of an urban OHV recreation area that is flexible, responsive, and provides a high level of quality customer service. Opportunities will be provided for family and community outreach through environmental awareness, environmental stewardship, and safety training programs at this multiuse OHV recreation area.

Use Areas (Draft General Plan, Pages 4-5 to 4-10)

Prairie City SVRA includes five use areas (see Attachment 3), each with different characteristics, activities or allowable uses, and resources and related management mandates.

- Developed Use Areas – motocross tracks, 4x4 obstacle course, overnight camping area, ranger station, etc...
- Distributed Off-Highway Vehicle Recreation Area
- Route and Trail System Use Area
- Stormwater Management Use Area
- Vernal Pool Management Area

Vernal Pools

Vernal pools are present at the SVRA and are known to support vernal pool tadpole shrimp and vernal pool fairy shrimp, which are federally listed as threatened or endangered. Because of these species' federal listing status, their presence on-site may require specific management actions in some areas known to support the species. Specifically, areas located along White Rock and Scott Roads are proposed as vernal pool management areas. These areas would be managed accordingly and would not be open to OHV recreation use, in accordance with the U.S. Fish and Wildlife Service programmatic biological opinion for vernal pool crustaceans (USFWS 1996).

Neighboring Communities Proposed Development

Prairie City SVRA is located in unincorporated Sacramento County near the cities of Folsom and Rancho Cordova. The City of Folsom recently approved the *Folsom Plan Area Specific Plan*, which is located adjacent to the SVRA and includes 10,210 new residential units and more than 5 million square feet of commercial development (City of Folsom 2011, 2014). The City of Rancho Cordova has a planning area of almost 62,000 acres, approximately three times the size of the incorporated city. Once these planning

areas are developed, new residents will likely seek recreational opportunities at Prairie City SVRA. There is also potential for conflicts between future residents and the inherently noisy environment of an existing SVRA during daily operations and special events. Traffic generated by special events also could affect surrounding areas once they are more developed. The SVRA is an existing facility and its current and future use are part of the local existing conditions. The 2016 Prairie City SVRA General Plan provides direction for SVRA Managers to ensure compatibility with surrounding land uses.

SVRA Access

Streetscape improvements completed by Sacramento County in early 2014 along White Rock Road included construction of a median, thus prohibiting crossing the median for left turns in and out of the special-event entrance Gate 4 (see Attachment 4). As a result of these improvements, vehicles can only make a right turn in and a right turn out of Gate 4. The approved Capital SouthEast Connector (Connector) is a planned 34-mile connector between Interstate 5 south of Elk Grove and U.S. Highway 50 just east of El Dorado Hills. In addition, as a separate future project, Sacramento County and the Connector Joint Powers Authority (Connector JPA) may realign Scott Road to connect with the Connector Expressway at Prairie City Road (the existing intersection of White Rock Road and Scott Road would be removed). Access to Prairie City SVRA from White Rock Road will likely require changes in the future because of access limitations associated with the Connector. Special-event circulation would be improved using another existing entrance gate, or by coordinating with Sacramento County and the Connector JPA to construct roadway improvements that enhance Gate 4 access or provide an alternate special-event entrance. The main SVRA entrance requires improvements and may need to be relocated to align an entrance to the SVRA with the future Scott Road realignment, which would then create a direct entrance from Prairie City Road to the east side of the SVRA.

Prior Commission Actions

There are no prior Commission actions.

Legal Issues

There are no known legal issues.

Commission Action

Adopt the OHMVR Commission Resolution 01-2016 (Attachment 1) for certification of the General Plan EIR for Prairie City SVRA and approval of the General Plan.

Attachments

Attachment 1: OHMVR Commission Resolution 01-2016

Attachment 2: Draft General Plan-Figure 1.2

Attachment 3: Draft General Plan Figure 4.1 (front) / Table 4.1 (back)

Attachment 4: Draft General Plan Figure 2.7



RESOLUTION 01-2016
Adopted by the
CALIFORNIA OFF-HIGHWAY MOTOR VEHICLE RECREATION COMMISSION
at a meeting conducted in
Folsom, California
September 9, 2016

**General Plan and Final Environmental Impact Report for
Prairie City State Vehicular Recreation Area**

WHEREAS, the Commission is a public body established within the California Department of Parks and Recreation (California State Parks) with responsibility for advisory oversight of the California Off-Highway Motor Vehicle Recreation Program pursuant to Public Resources Code Section 5090.01 et seq.; and

WHEREAS, General Plans are submitted to the Off-Highway Motor Vehicle Recreation Commission for approval pursuant to Public Resources Code Sections 5002.2 and 5090.15 (c), which includes the requirement to hold a public hearing to consider and approve general plans prepared for State Vehicular Recreation Areas (SVRAs) pursuant to PRC section 5002.3; and

WHEREAS, the Director of California State Parks has presented to this Commission for approval the General Plan for Prairie City SVRA dated July 2016 (General Plan) together with the related Draft Environmental Impact Report (EIR), Final EIR, including Public Comments and Responses to Public Comments ; and

WHEREAS, the General Plan and EIR were developed through a public input and review process begun in June 2013, and the culmination of a collaborative public planning process led by California State Parks; and

WHEREAS, the General Plan is consistent with the California State Parks SVRA classification; and

WHEREAS, pursuant to Public Resources Code (PRC) Section 5002.2, prior to implementing facility improvements California State Parks must prepare a general plan containing elements defining and evaluating the proposed land uses, facilities, concessions, operation of the unit, any environmental impacts, and the management of resources to serve as a guide for the future development, management, and operation of the SVRA: and

WHEREAS, the General Plan is subject to the California Environmental Act (CEQA) and the General Plan and EIR function as a “tiered EIR” pursuant to PRC 21093, covering general goals and objectives of the General Plan, and that the appropriate level of CEQA review will be conducted for each project relying on the Plan; and



WHEREAS, the Commission toured Prairie City SVRA on September 8, 2016 and met in Folsom California on September 9, 2016 to receive comments from the public and consider for approval the General Plan and related environmental documents for Prairie City SVRA;

NOW, THEREFORE, BE IT RESOLVED: That this Commission has reviewed and considered the information and analysis in the General Plan and EIR prior to approving the General Plan and EIR, and this Commission finds that the General Plan and EIR reflects the independent judgement and analysis of this Commission and has been completed in accordance with CEQA; and be it

RESOLVED: In connection with its review of the General Plan and EIR prior to approving the General Plan, the Commission independently finds the environmental conclusions contained within the EIR are supported by facts therein and that each fact in support of the findings is true and is based on substantial evidence in the record and that the plan goals and guidelines have been incorporated into the General Plan, which will avoid or substantially lessen the potential impacts identified in the EIR; and be it

RESOLVED: That the commission acknowledges that additional project level environmental analysis will be required and completed prior to implementation of project specific plans; and be it

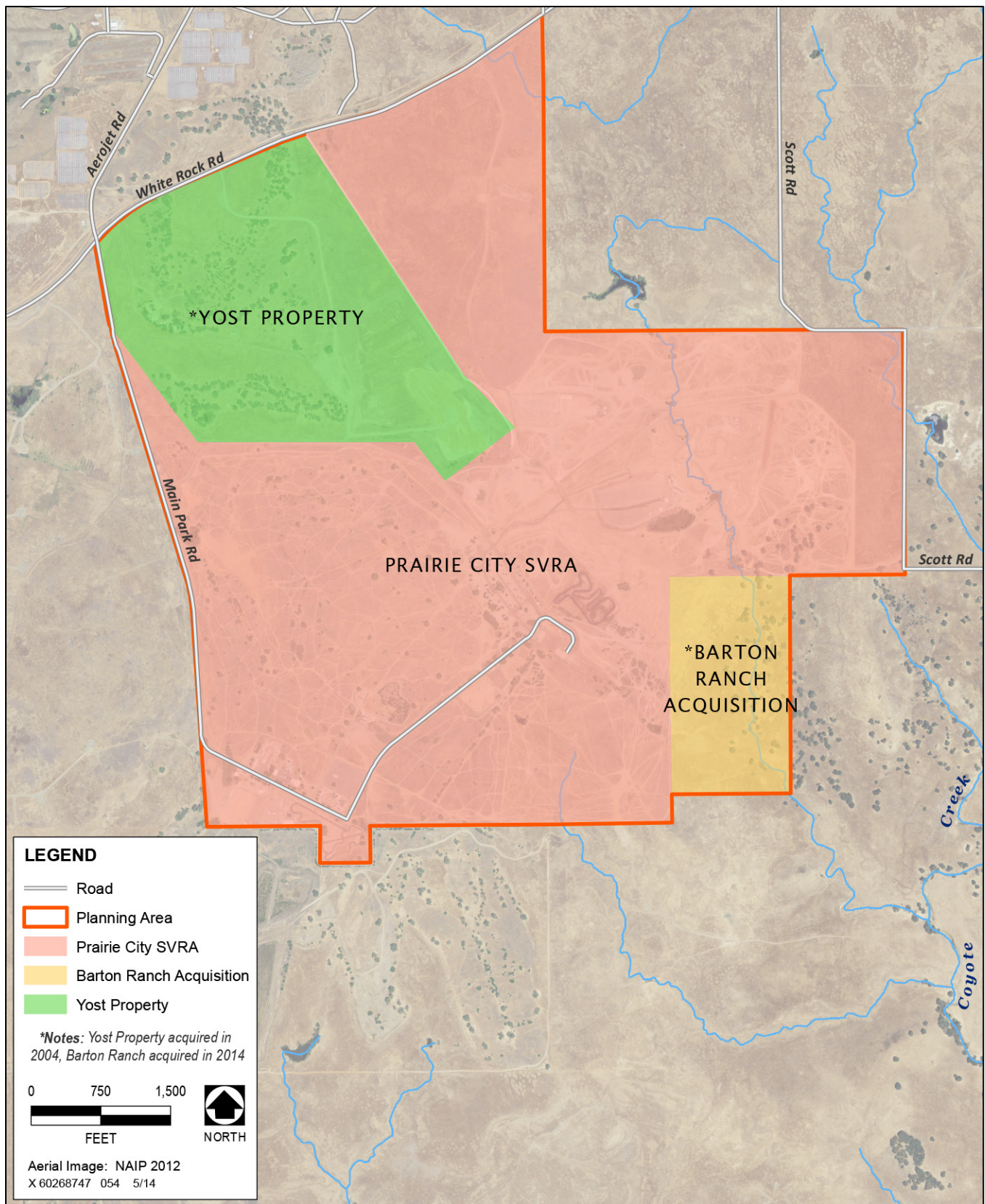
RESOLVED: The location and custodian of the General Plan and other materials which constitute the record of proceedings on which the Commission's decision is based is: Off-Highway Motor Vehicle Recreation Commission, 1725 23rd Street, Suite 200, Sacramento, California, 95816, Phone 916/324-4442; and be it

RESOLVED: The Off-Highway Motor Vehicle Recreation Commission hereby certifies the EIR prepared for the Prairie City SVRA General Plan and approves the July 2016 Prairie City SVRA General Plan; and be it

FURTHER RESOLVED: That a Notice of Determination will be filed with the Governor's Office of Planning and Research within five days of this approval.

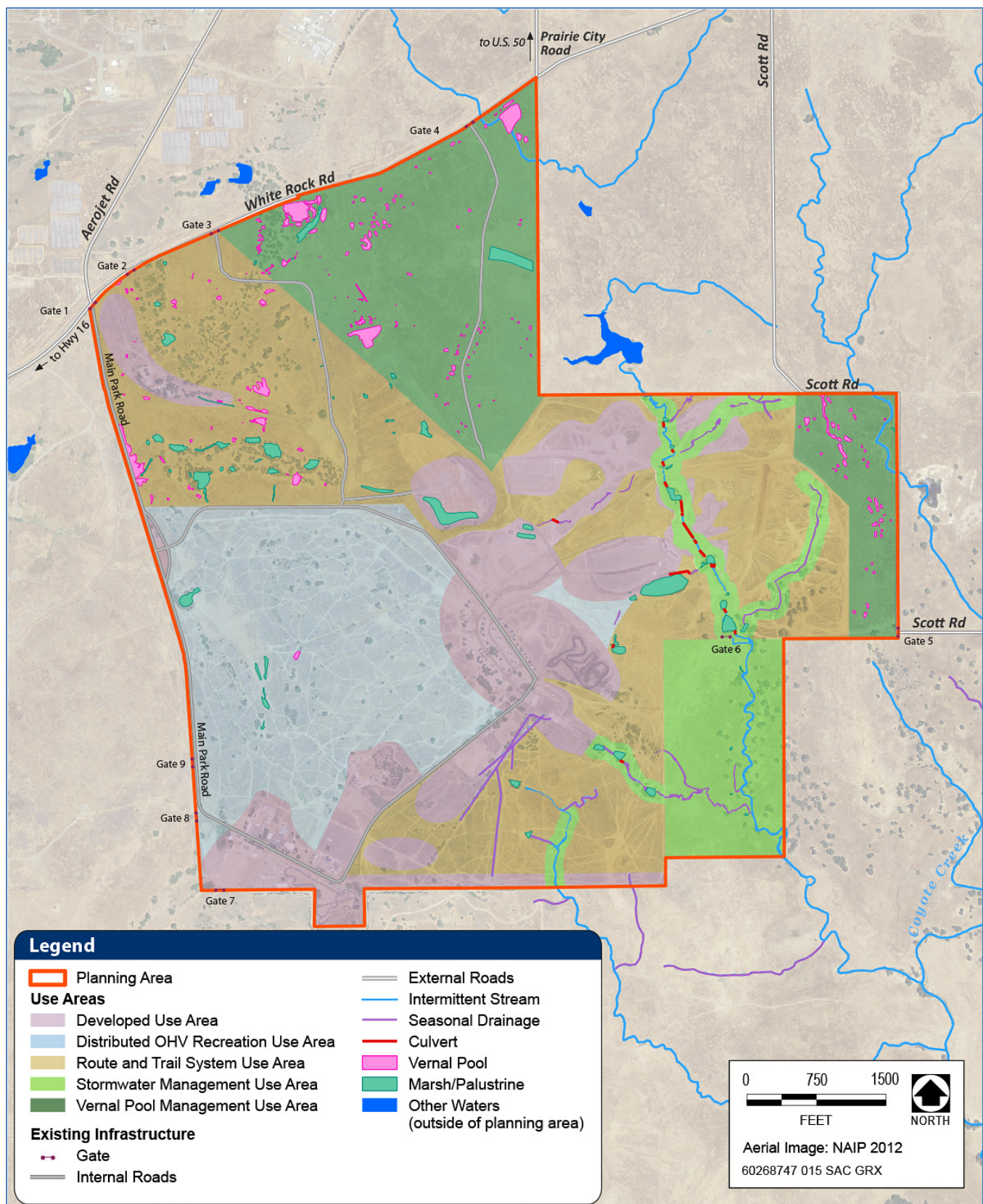
Attest: This Resolution was duly adopted by the California State Parks, Off-Highway Motor Vehicle Recreation Commission on September 9, 2016, at the Commission's duly noticed public meeting at Folsom, California.

By: _____ Date: _____
Brian Robertson, Chief
Off-Highway Motor Vehicle Recreation Division
for Lisa Mangat, Director
California State Parks
Secretary to the Commission



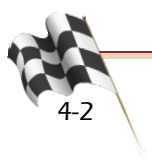
Source: Data compiled by AECOM in 2013


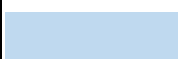



Figure 1-2. Planning Area



Source: Data provided by State Parks in 2012 and adapted by AECOM in 2014

Figure 4-1. Use Areas



| Table 4-1. Use Areas | | | | | |
|---|-------------------------------------|---|------------------|---|---|
| Color on Map | Use Areas | Definition | Approximate Size | Allowable Uses | Resource Management |
|  | Developed Use Area | An area that accommodates the more intense recreational and administrative uses and includes existing and future built facilities. This area provides vehicle access, structured recreation, and visitor services and supports operational needs. | 219 acres | Facilities suitable in the developed use area include SVRA entrances; SVRA infrastructure such as internal circulation improvements; administrative and maintenance offices and facilities; concessions; developed OHV recreation facilities such as tracks, 4x4, and ATV areas; special events and spectator areas; overnight camping and staging areas with accompanying facilities such as parking, restrooms, and picnic areas; and educational facilities such as the Environmental Training Center, visitor center, and interpretive displays. Visitors will be able to access facilities in the developed use area via roadways that may be constructed between the SVRA entrance and the various developed use facilities. OHV routes and trails may be created throughout this use area. | The stormwater management use area bisects portions of the developed use area. These areas will be managed according to water quality and soil loss management requirements. |
|  | Distributed OHV Recreation Use Area | An area where OHV recreation is not confined to identified routes and trails. Vegetation is protected in the distributed OHV recreation use area in accordance with CVC Division 16.5. | 217 acres | OHV recreation allowable in these areas includes tight turns, roll and flow, and skills practice trails. There may be small concentrated areas within distributed riding areas that provide opportunities such as limited hillclimbing/descents or high banking. Visitors will continue to be able to enjoy distributed OHV recreation and connect with practice tracks and the route and trail system use area. During special events, this area may also be used for spectator parking. | Portions of the distributed OHV recreation use area may be closed permanently or temporarily for restoration, conservation, or protection of natural and cultural resources. Distributed OHV recreation areas will be clearly delineated and posted to limit visitors from riding off trail in adjacent route and trail system areas. The specific types of OHVs allowable in the distributed OHV recreation area will be posted. |
|  | Route and Trail System Use Area | An area where OHV recreation is allowed only on identified routes and trails. | 353 acres | This area allows OHV trails of varying difficulty for skills development and technical riding. New routes and trails will be established on the Yost property, which was not previously open to OHV recreation. Trails in the other areas of the SVRA have been established already, but some new linkages may be needed. The trails could be adaptively modified over time to improve visitor experiences. Examples of trails and experiences that could be found in these areas include limited hillclimbs/descents, terrain parks or trials trails for off-highway motorcycles, rocky trail sections, tight turns, roll and flow, and skills practice trails. During special events, this area may also be used for spectator parking. | Trails should be designed, constructed, and managed to avoid known sensitive resources and limit soil erosion. Permanent or temporary closures for restoration, conservation, or protection of natural or cultural resources may be implemented in this area. Use areas with this classification will be clearly delineated, the types of OHVs allowable on the various trails and sections of the SVRA will be specified, and wayfinding and directional signage will be posted. |
|  | Stormwater Management Use Area | An area used to treat SVRA stormwater runoff, improve water quality, and incorporate water quality improvement facilities and stormwater control features. | 113 acres | This area allows stormwater protection features and facilities. Facilities could include a sediment basin, biofiltration swale (bioswale) or other stormwater control features such as sediment barriers, and/or a stormwater spray field. The allowable uses are subject to the terms of State Parks' exclusive easement with White Rock Road Properties, LLC. This exclusive easement located within the Barton Ranch acquisition area is for the construction and operation of a conveyor belt system, access road, and associated utilities needed to convey aggregate material from the Teichert Quarry mining site to its processing facility. Portions of the stormwater management use area that bisect other use areas may allow limited OHV recreation while instituting stormwater management measures to prevent water quality degradation and soil loss. | This area will be managed according to the most current applicable water quality management prescriptions to improve water quality so that discharges meet regulatory agency requirements. A vegetative buffer will be maintained along drainage corridors with properly sited and constructed approaches and crossings to prevent erosion and protect water quality. |
|  | Vernal Pool Management Use Area | An area with a high concentration of vernal pools, which are seasonally ponded wetlands that occur on soils with a restrictive hardpan or claypan layer. Vernal pools are typically characterized by a unique set of plant species and often provide habitat for specially adapted plants and animals, including several species listed under the California and federal Endangered Species Acts. Vernal pools are protected by federal law under the Clean Water Act and many vernal pool plant associations are considered sensitive natural communities by CDFW. | 213 acres | This area will not be open to OHV recreation, but will provide opportunities for access to nonmotorized recreation like picnicking, wildlife viewing, and guided vernal pool interpretive hikes. Roads and trails may cross this area to facilitate egress/ingress between and connectivity with other use areas; however, their footprint should be limited to the minimum necessary to serve their intended purpose, and they should be designed and managed to avoid or minimize impacts on the resources present. | This area will be managed according to guidance in the U.S. Fish and Wildlife Service's programmatic biological opinion for vernal pool crustaceans (USFWS 1996) or subsequently issued guidance. |
| Notes: ATV = all-terrain vehicle; CDFW = California Department of Fish and Wildlife; CVC = California Vehicle Code; OHV = off-highway vehicle; ROV = recreational off-highway vehicle; SVRA = State Vehicular Recreation Area | | | | | |
| Source: Data provided by State Parks and compiled by AECOM in 2014 | | | | | |

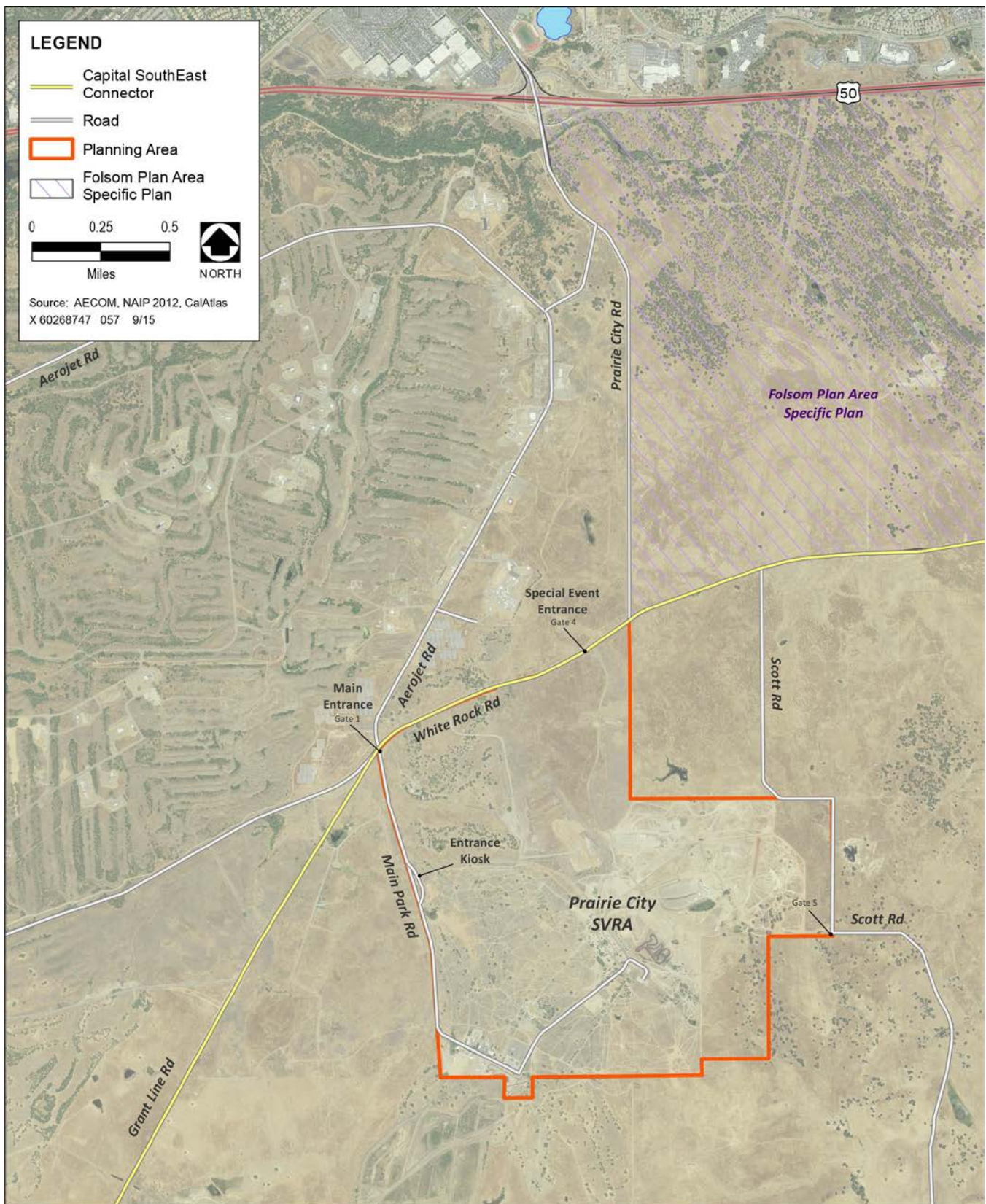


Figure 2-7. Prairie City SVRA Circulation and Access